



NTSB National Transportation Safety Board

Office of Aviation Safety



Thrust Reversers

Inadvertent Reverser Stowage

- Captain decided to reject the takeoff
- Reversers deployed
- Damage from tire debris resulted in reverser stowage
- Captain did not initially recognize reverser stowage

Thrust Reverser Cues

- Minimal visual cues, no aural cues
- Engines producing forward thrust

Thrust Reverser Cues

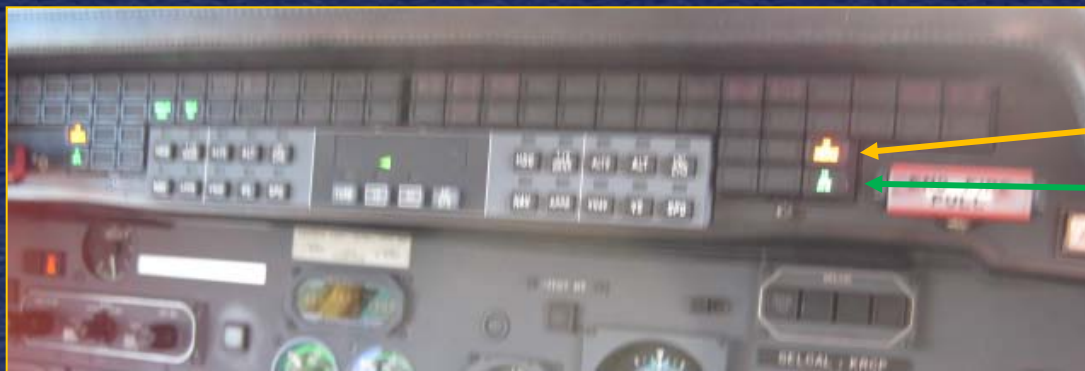
- Three small annunciator lights located on each pilot's side of forward glareshield
- TR DEPLOY light extinguished immediately



TR DEPLOY

Thrust Reverser Cues

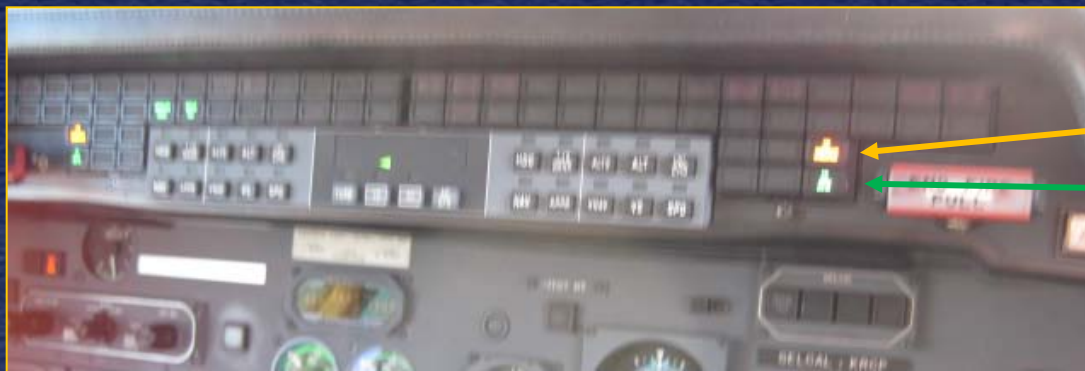
- Three small annunciator lights located on each pilot's side of forward glareshield
- TR DEPLOY light extinguished immediately
- TR UNLOCK light on during transit



TR UNLOCK
TR ARM

Thrust Reverser Cues

- Three small annunciator lights located on each pilot's side of forward glareshield
- TR DEPLOY light extinguished immediately
- TR UNLOCK light on during transit
- TR ARM light flashed momentarily then extinguished



TR UNLOCK
TR ARM

Thrust Reverser Cues

- Critical decision based on lack of lights
- 70 similar lights located in area
- Reverse thrust lever position did not match thrust condition
- Lack of lever movement
- No tactile cue of emergency condition

Thrust Reverser Cues

- Reverse lever back but commanding forward thrust
- Counterintuitive action required during a rejected takeoff

Training: Inadvertent Stowage

- Pilots normally trained in landing scenario
- Inadvertent reverser stowage rarely demonstrated during takeoff scenario



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